

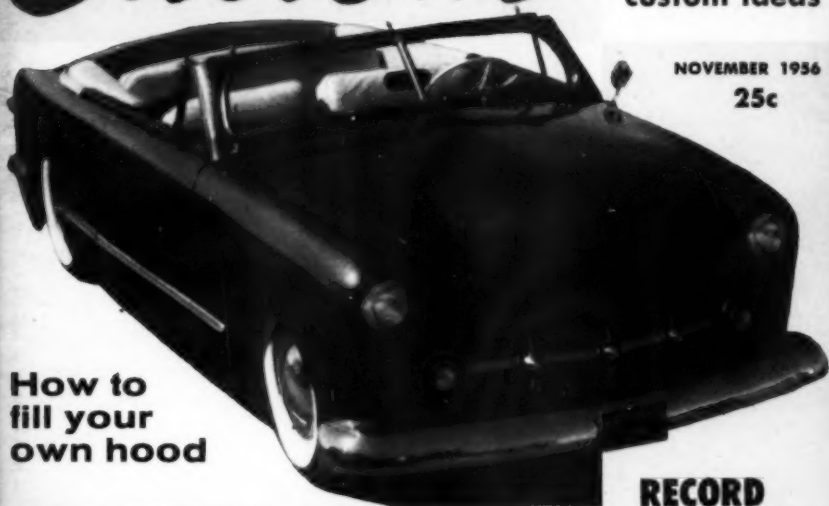
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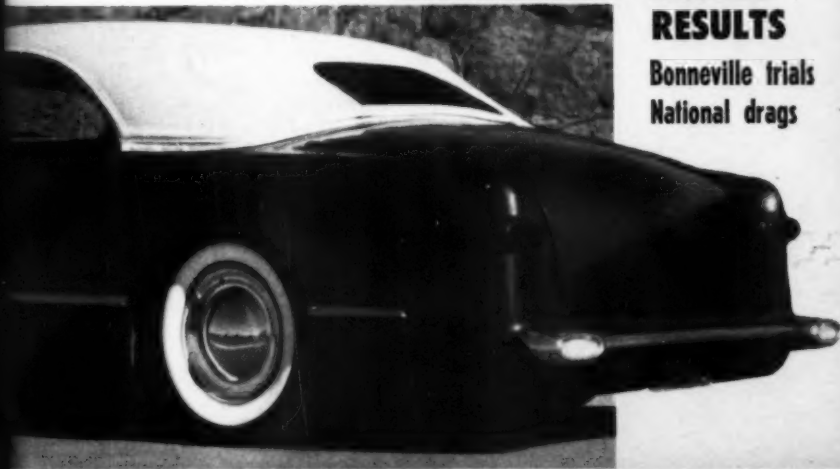
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C O N T E N T S

FEATURES



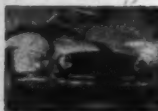
Heading 14 pages of custom Fords is a rundown on our cover car. Oregon's Peter Sukalac authors... **CLASSIC CUSTOM** 12



The newest fad among many of our custom enthusiasts. Here we reveal all the secrets of . . . **CUSTOMIZING IN MINIATURE** 31



The methods of manufacturing hoods has changed through the years, and so have means of filling them. Barris tells **HOOD FILLING** 40



Here, while it is still hot news, are present and past records from national trials at both **BONNEVILLE** and **KANSAS CITY** 46

Seventh Issue of our Fourth Year Nov., 1956

● Publisher	R. E. Petersen
● Editor	Spencer Murray
● Graphics Director	Lynn Winsland
● Advertising Mgr.	Marvin Patchen
● Photography	Spence, Lynn

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ABOUT THE COVER

This issue is primarily dedicated to prove that the '49-'51 Fords have not lost the customizer's interest. In fact, we've devoted ten full pages of different types and styles of modifying these fine cars. In addition, five pages, beginning on page 11, have been turned over to Peter Sukalac to display an Oregon Classic Custom, shown by his cover photos in two views.

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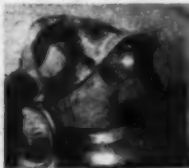
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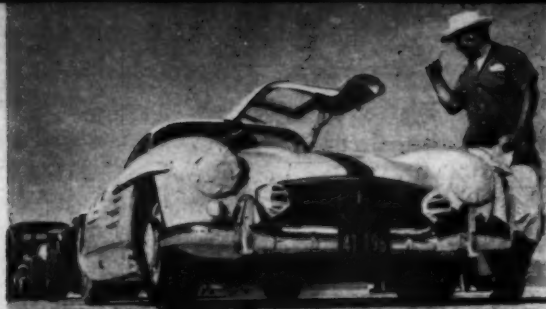
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THE STARTING LINE

THOSE OF you who are both regular readers and dyed-in-the-wool hot rod enthusiasts should be overjoyed to find, among the many interesting (we think) things this issue contains, the record results from both the '56 Bonneville Nationals and the Championship Drags at Kansas City. The annual salt storm report has always, in the past, found its way into the December issue but here it is in November. The tribulations which arose during compilation of both record sheets prevented us from following up with a complete day-by-day, photo-sprinkled rundown of what happened and why, so this must remain pigeon-holed until next month. Be that as it may, we think you'll find the record results impressive and, at least, entirely complete. Just another milestone in R & C's long list of "firsts".

Cut fingers, strained eyes and table-tops smeared with dried glue and paint mark another important "first" for this issue. Page 31 discloses the whys and wherefores of a bit of the automotive world which, to our knowledge, has not seen print until now. We speak of the widespread hobby of customizing scale model, plastic cars — the kind you see in toy stores and model shops. Older readers may look askance at this lengthy spread, but hold off a minute and listen. You, you, and even *you* would do well to follow the prose contained herein for it shows how even professional bodymen, painters and designers use these inexpensive models to good advantage. Picture, if you can, the lost soul who dreams up a score of innovations for his car, has them performed (probably at a fancy figure, we might add) then discovers, much to his chagrin, that his masterpiece looks simply terrible. Each idea by itself may have been fine, but the car, with all the eye-catching devices added, is just so much junk. The front

end may not blend, style-wise, with the rear; top chopping might give it the appearance of a pie tin atop a hatbox, or some such. Be that as it may, picture, again, the guy who spent a buck for a scale model of his own car, then went ahead and performed his modifications on the kitchen table. Result: he realizes the outcome, but is out only the dollar and a few hours time. Moral: His car isn't ashcanned (or something just as bad) and he still has the prototype to drive. Thus, another buck — another model, and he can change and alter to his heart's content until he finds something that *does* suit him. Then, and only then, is he ready to start in on the real thing knowing full well what the outcome will be. Same deal for painting; paint a model the odd shade you connected — not your real car. The color may look good in the can, but not on the car. Result: Again the owner has not subjected his transportation piece to the expensive rigors of a professional painter — he's short by only another lousy buck, an hour's time and a few grey hairs caused by wife or mother's anxiety over her best cardtable. All of which beats lousing up the real thing. Think it over — but read the article first.

Fords — early and late — have justifiably received far more than their share of attention from auto aspirants for many, many years. Of all the models produced by FoMoCo, it is the '49-'51 variety which have received the most alterations appearance-wise. As if all the lead and torch work carried out thus far wasn't enough — R & C presents in this issue what is perhaps the largest collection of customized Fords ever published. If you can't come up with some ideas on what to do to your '49-'51 (if you own one) after seeing all the ones we've rounded up — then give it up, boy, you're too far gone. ● —s.m.



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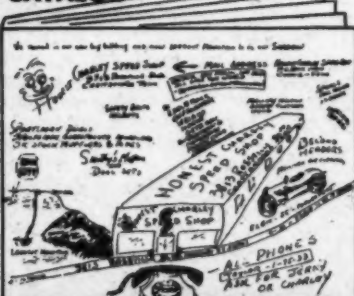
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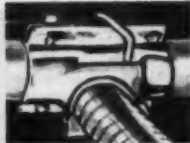
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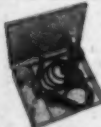
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LETTERS

ENGINE SWAPS

Would the substitution of an ohv Ford V8, in place of the original flathead V8, help the performance of my '41 convertible? If so, just what would the switch require in the way of engine mounts, wiring, and relocation of various parts? Your help would be greatly appreciated.

John Best

Boston, Mass.

• A marked increase in performance would be noted if the switch you suggest were carried out. New mounts, fore and aft, would be required, as well as many other alterations too lengthy to be detailed here. Many would-be swappers write requesting specific information concerning the switch of their choice. Lack of space makes it necessary for R & C to detail only five or six various transplantings a year.

SUNKEN LICENSE PLATE

Pages 14 and 15 of the August issue showed how to recess a license plate into a rear bumper. Now, first of all; it's illegal in California, and second, that's a fad that went out at least five years ago and is strictly sickening now. I hope this sees print, for it would be fatal if some latecomers started picking up ideas which are actually outdated. Al Simpson

Oakland, Calif.

• The laws of the State of California say nothing whatsoever about recessing a license plate into a bumper—front or rear. What you're thinking of, perhaps, is the covering of a plate with glass, clear plastic or other transparent material. That's illegal, yes. But as for recessed plates, we'll bail out anyone who gets juggled for it. Again, you're probably hearkening back to the age old trick of sinking a license plate into a deck lid. True, this went out of style quite some time ago—although there are a few new models on the road where the sunken plate would look good. The bumper-recessed plate, though the idea is not new, never reached such popularity as to say that we're trying to make a comeback out of it. But it's still a good idea, we think.

ROD AND CUSTOM

TUTTLE'S APOLOGY

To you, Vic Tuttle, we apologize. We're sorry we made that statement about your fine Merc custom in the pages of R & C a few months ago. At the time we were so mad at R & C for saying what they did about our favorite state that we could have dropped a bomb on the Quinn building. Sometimes we all say things we don't mean.

And for you, R & C, how about covering the soon-to-be-built drag strip at Okla. City? Thanks, too, for re-raising your standards in the Sept. issue—that was a fine magazine. Just try to use good cars and good articles.

Now that we've apologized, it's your turn. Larry Hollis and Bob Barnett Purcell, Okla.
 • We're sorry.

SHES' HAD IT

I've had it! Just can't keep still a moment longer! I'm only a "looker-on" fan of custom cars. I'm a housewife with one senior enthusiast (referred to as "Hon" or "Daddy") and three junior fans (often called "wash-behind-your-ears-dears"). All I know about customizing is what the boys tell me, what I see on the streets or what I see in ROD & CUSTOM. But I'm an expert with a long gray beard compared to some of those short-sighted characters who throw slams at the beautiful cars displayed on your pages.

I have a suggestion for these left-wing enthusiasts—take a good long look at the new cars each year. Then take another look in an R & C from a year ago, or even older. Now compare! Notice any similarities? You bet you do! Maybe it's the way the dual exhausts are routed through the bumper or how the grille treatment was solved. Whatever it is, I'll bet that an R & C feature car-owner thought of it before Detroit did.

The three boys send their regards to R & C and ask that next year's issues be as good as last, for they're chipping to get Dad a subscription for Christmas.

Mrs. Joanne Hancox Cypress, Calif.

PARTS NEEDED

I have a '40 Buick Limited that sorely needs a complete front end overhaul. Dealers and parts houses tell me that spare parts for this model are no longer stocked, or even available. Thus, I am at the mercy of R & C's readers, one of whom might know where I may obtain what I need for my car.

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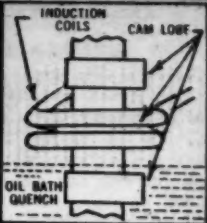
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rod & custom COVERage



FORD HAS been known to offer to the public, at various times throughout the company's colorful career, certain models which refuse to decline in popularity. Best of all, perhaps, are the famed T's, then the A's. More recently, the fine '36 models, the 40's and, the '49's. The latter body style, carried from '49 through '51 with few outward changes, still managed to be the top car for customizing according to a recent survey by R & C. Here, then, is our tribute to these models.

Depicted on this month's cover is full color, Roger Cunningham's convertible in the latest of what continues to be a constant stream of radically customized '50's. Embodying quite a few unique treatments, ideas which can be picked up by aspiring Ford lovers 'round the globe, it is only one of the many, many Fords of this year presented on the following pages. Roger's ragtop was chosen to kick off this month's hot off department, and is the only one shown in complete feature fashion, because of his persistence to prove that all '49 through '51 FellaCo products were, are, and will continue to be, great from a styling standpoint. ©



No matter what restyling route you take on the now-aging '49-'51 Ford, you're bound to come up with a ...



IF YOU'RE looking for a good hunk of Detroit iron to customize, it's hard to find a better series than the 1949 to 1951 Ford. All things considered, the long rectangular lines which lend themselves to almost all restyling ideas and the low first price make these models a good choice.

The yen for something long, low and different led Roger Cunningham of Portland, Oregon to this very conclusion. He had looked the field over with an experienced eye, for he had gone the custom route before, and weighed the pros and cons of rebuilding very carefully before making a decision. His final choice for a stocker was a clean '50 Ford convert.

Roger turned the car over to his buddy, Bob Mead of Forest Grove, for the body work. Bob began the series of modifications, which, over a period of two-and-a-half years, transformed the run-of-the-mill stocker into one of the prettiest soft-top customs in the Northwest. The first step was lowering. This is always one of the most important jobs in any customizing operation and dictates

the success or failure of the same. All too often a custom's handling qualities are given the deep six when the good, hard methods of lowering are tossed aside in favor of the quick torch. In this case the front spindles were reversed and a small section of the front coils removed to give a total drop of 8 inches. Nearly normal spring travel was thus retained. The rear of the frame was then stepped enough to give an 8 inch drop when medium sized blocks were used. The car then sat low and level, but still had good riding qualities.

Of course, with such a radical lowering the wheels were now up inside the wheel wells and naturally would rub, so mud guards and valances were rebuilt to allow full clearance at all points of wheel travel. The rear wheel openings were given a full radius to complete the basic lowering job.

The headlights were frenched using both '50 Chevy and '52 Ford rings combined. The resulting contour was smooth and even. The same treatment followed on the taillights,

(continued)

CLASSIC *Custom*



The Ford heritage remains even though car owner Cunningham has gone the route on customizing. Classic overall lines of these models practically defy transformation, are nearly always still identifiable even after the most radical changes.

By Peter Sukolac



Simple, yet different, rear end alteration denotes the owner's try at cleaning up stock lines, discounting some, emphasizing the others. Radiused wheel wells were mandatory for changing the rear tires.

NOVEMBER, 1956



Standing well under five feet in height, radical lowering of the chassis plus windshield chopping brought the convertible down to what the owner considers the absolute limit—short of sectioning. Note that elimination of bumper guards, headlight rims, emblems on hood and new grille tend to point up basic lines of the car.



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except that here the lenses were set in three inches. All chrome on the body was removed except for the rub strip on the sides. The holes left by the removal of the trim were filled and smoothed over.

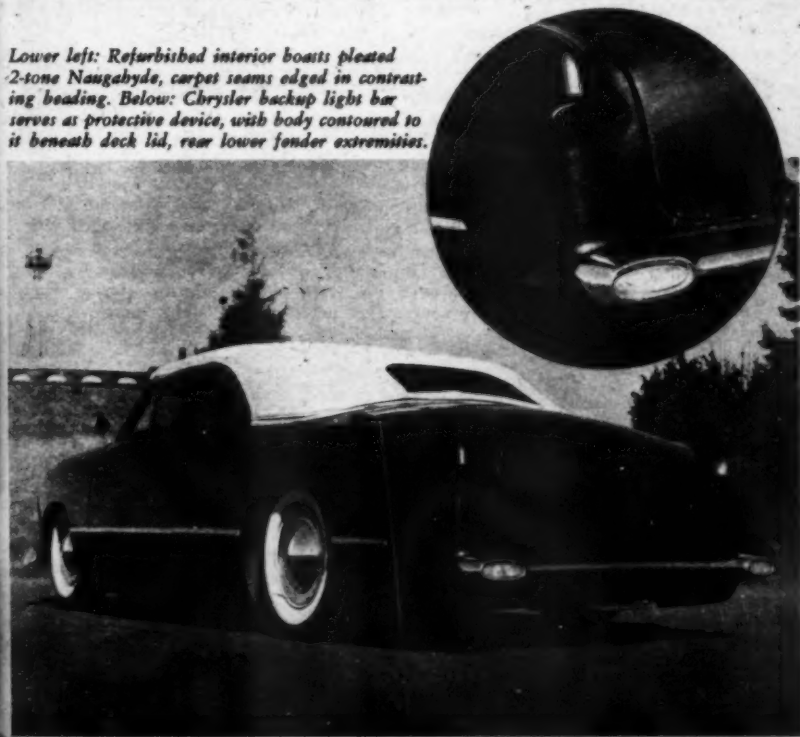
Roger decided upon a '55 Chevy grille for the front end motif. But, he didn't want the outline of the old Ford grille opening, so Bob used exhaust pipe to form the proper contour outline for the grille. The front bumper was left stock except for filling and rechroming. A stock '55 Chrysler back-up light bar was used for the back bumper. The bar matched the shape of the taillights and was just the right length. An extensive bit of molding-in had to be done though, to match up the bar with the lower body. This included the building of a full roll under the bumper.

The next step was the interior and to make ready for this phase Roger stripped out the stock upholstery and had the windshield chopped 4½ inches. The car was then turned over to Lee Hetzler of Hollywood Auto Up-

holstery for the full treatment. A fully padded top was decided upon in lieu of the usual rag, and while Lee was building the tube frame for the top he sent out the window frames for a chop to match the windshield. The top was made in one piece and padded, the outside of white top stock and the liner of burgundy plastic. When this was finished the seats were redone in pink and burgundy with pleats and rolls formed over foam rubber. Door panels and carpets were trimmed in the same color combination. Since the well for the convertible top would no longer be used, Lee built an upholstered shelf to cover the space. This also made it possible to drop the rear window out of sight when the back of the top was left open. As a final step the body was shot with a dozen coats of "Frozen Orchid" lacquer.

All complete, even to replated door pulls, the car was exactly what Roger had wanted — a nice riding, yet entirely different car, that attracts attention wherever it goes. ●

Lower left: Refurbished interior boasts pleated 2-tone Naugahyde, carpet seams edged in contrasting beading. Below: Chrysler backup light bar serves as protective device, with body contoured to it beneath deck lid, rear lower fender extremities.





THE WORLD waited with baited breath as time drew near for introduction of Ford's models for 1949. Long-heralded as the first totally new FoMoCo car since World War II, advertising banners, TV commercials and huge display ads added excitement through the now-familiar symbol of an outstretched hand supporting a glistening crystal ball and the slogan "There's a Ford In Your Future". But that was just eight years ago. So what has become of the now-aged Fords that once embodied a car enthusiast's future? We'll see.

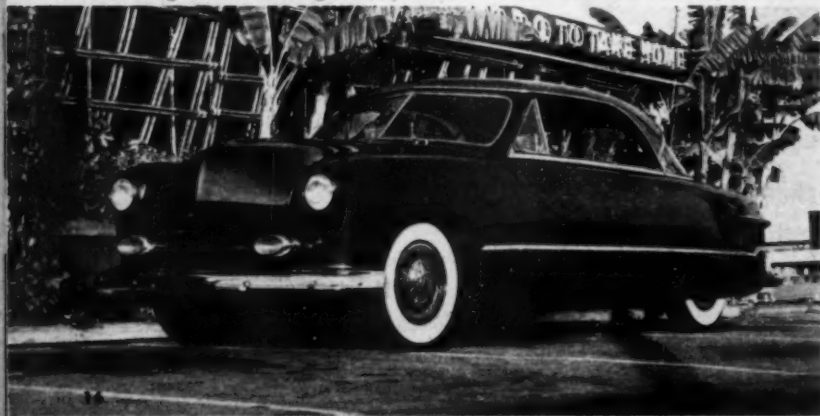
Here, in as many photographic examples as we are able to cram into any single issue, is a conclusive, cross-sectional look at what was once future, is now present and even past for the '49 Ford from an enthusiasts standpoint — with a good many '50's and '51's thrown in since, as it turned out, these three years saw the use of the same basic body shells with a lone addition being offered in '51 — the Victoria.

Running the customizing gamut from simple dechroming to those boasting of every altera-

tion known to man (and some unknown!), each example discloses its owner's individual attempt at transformation with singularity being the desired end result in each case.

Some enthusiasts settled for merely a facelift, others limited their restyling to side-chrome replacement or elimination. Still others kept their modifications grouped 'round back where only following motorists could be treated to the one-of-a-kind look. Be that as it may, even the most trivial attempt at alterations shows someone's repulsion at what Ford produced back in late '48 — attempts ranging in cost from a few dollars and a few moments time to many thousands of dollars and countless man-hours of labor.

At any rate, if you're the owner of a '49 through '51 Ford (and an exclusive R & C survey shows that chances of this are good) and have decided to try your hand at motoring's distinctiveness, then you're free to gather, from the selection here, ideas which may wind up on the *customized Ford in your future.*



Was there a *Ford* in your future?



Photos by Barris, Poole, Sukalac, Lynn, Spence

Obviously impressed by the styling note of a competitive make, the Fords above, left and below feature the '53 Chevy-type of chrome-bordered panel of contrasting paint. At bottom of this and opposite page are examples of '51 Victorias, both retaining semi-stock sidetrim with emphasis being placed on the grilles.



MORE





Photo above is of a 2-door with chopped top, thin chrome strip outlining black panel from otherwise white car. Top, though lowered, boasts a larger-than-stock rear window taken from '52 Ford.



Like the coupe immediately opposite, this Ford has been stripped of handles, ornaments. But the stock side strip remains, it is being only somewhat shortened.

At right is a coupe lowered same amount fore and aft. Chrome trim is Dodge, reversed. Though considered conservative, about all that remains is sectioning or chopping to become a "radical".



An interesting taillight treatment is displayed by the coupe below. Chrome stripping is pirated from a '55 Chevy, area below being painted in a contrasting color.



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Valley Custom Shop puts talents to work on this '50, came up with a fine example of the restylist's art. Grille is bar stock protruding far enough to act as a bumper. Colors are white and dark purple.

Coupe at right is a good example of moderate customizing, though a good many alterations are visible. Lowered front and rear, devoid of trim, car has Plymouth bumpers.



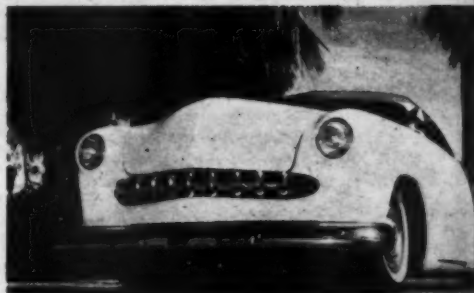
Unusual 2-door at left shows entire circumference of rear tires through cutting of radiused rear wheel wells. Note extensive difference between 2-door at top of left page.

Compare this to coupe on opposite page. Here is the side stripping from a '55 Ford. Chrome marks line of demarcation between closely blended shades of off-white.





The three Fords here (right and above) have several things in common. All have been chopped and each is as low as its owner could get it. The coupe above has been converted to a "hardtop" by removal of vertical window posts.



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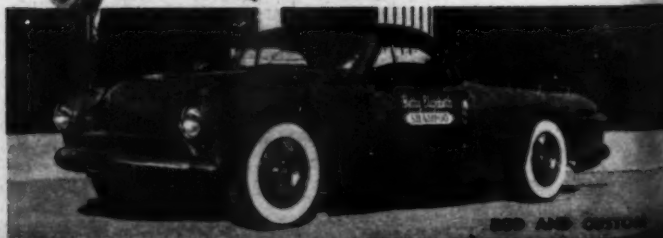
Buick side strips are popular addition for Fords. Of the four at the right, three boast of radiused wheel wells, the fourth retaining stock opening covered by cut-down Merc skirts. Note how strips go well on any type of Ford body styling.



Most popular for customizing is the convertible, though of these six, only two retain folding tops. Padded tops cannot be folded, but can be removed at a unit, stored.



Hardest customizing project is sectioning, but the slab-sided Ford practically begs for this treatment. Many have been treated thus, the few illustrated being only a very few of the total.

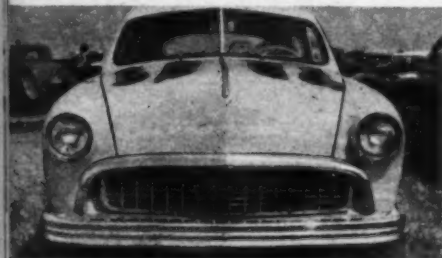


Grilles given the '49-'51 Fords are as many and varied as the owners' imaginations allow. Most popular is the single bar (not shown) but enthusiasts have built front ends from parts of other grilles, bumper components, sheet metal, tubing and bar stock. Some advocate simplest of lines, others take the complicated route. A few discarded stock bumper and replace it with one from another make. All but two here feature frenched lights.

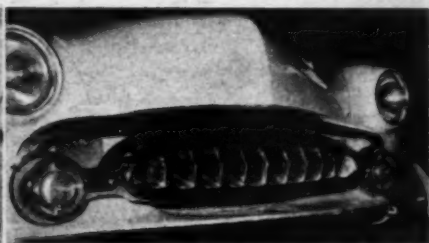
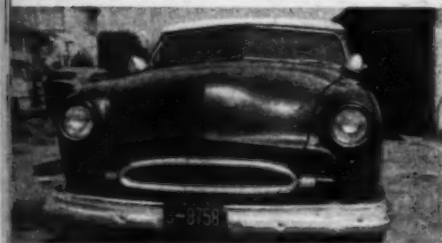




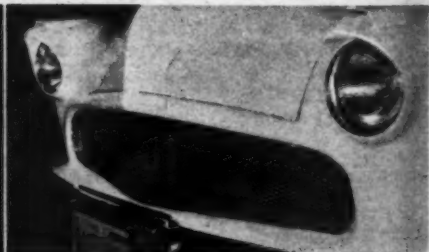
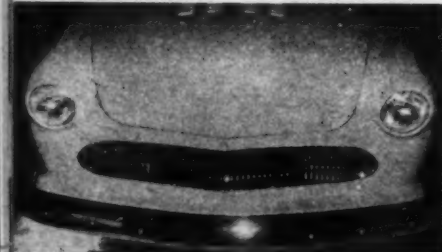
Two examples of '55 grille substitutions in '49's, above. The convertible has a frenched roll around the grille opening, the 2-door uses matching upper and lower chrome bars.



Again, two closely similar front end treatments. Aside from minor grille variations, difference lies in use of Plymouth bumper (white car) and the recessed, frenched lights.



Even Packard components find their way to Fords. Left above only center "floating" bar with open center is used, while car at right features grille "teeth". Note use of park lights on one.



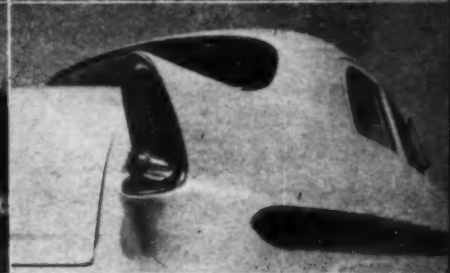
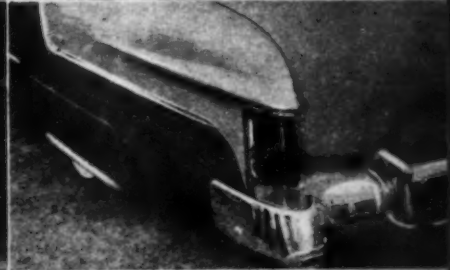
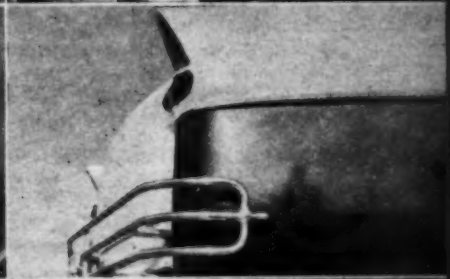
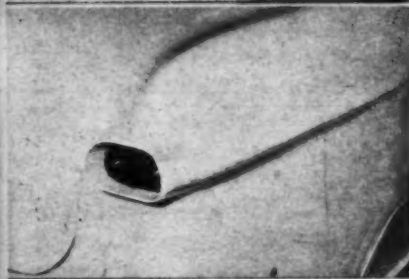
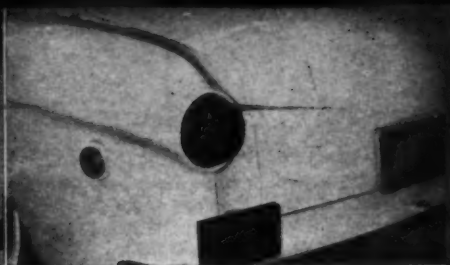
Rather than try to modify stock grille opening, some owners close them up altogether and start over. At left is grille made of vertical steel bands while at right is one of plated steel mesh.

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ACTION



Taillight treatments are many and varied. They range all the way from reworked lenses in stock openings to late Merc lights set into Merc quarter panels. One of the more difficult jobs in taillights modifying for Fords of these years, is the altering or complete elimination

of the windsplits which fair into the fender panels. An example of the latter is '55 Plymouth lights used on 4-door sedan. Lights ended up in bumper guards after sectioning job. Nearly any taillight adaptation can be made as is evident from the selection above.

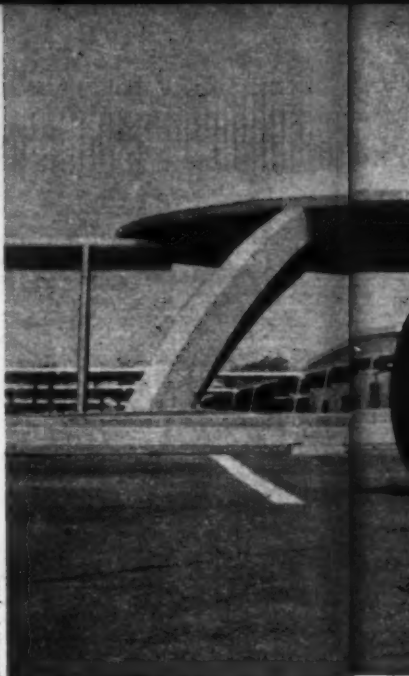
LLOYD BAKAN, 22 year old college student from Eagle Rock, California, is no newcomer to the ranks of the rod enthusiasts. The coupe featured here is *Mover No. 8* for Lloyd but is the first closed job, the preceding seven having been roadsters.

Four and a half inches of top went the way of all poor things and the ever-present dago axle killed another 3 inches of height.

Just out of the Navy, Bakan has spent three years in construction of the powder blue goer. Goer? If 103 mph in the quarter on gas meets the qualifications, it's a *real* goer, deriving its power from an eighth-overbored '33 DeSoto mill treated by brother John Geraghty. John hogged out the heads to match a set of JE 8½ to 1 high domed pistons, then laid on a Weiland intake manifold supporting four Stromberg 97 jets to get the good juice down into the cylinders. Pasadena's Dave Mitchell arranged to take the used stuff out again through a volume-sized set of headers and his silencers.

The headers got the chrome dip, as did boxes of tiny parts, most of the engine, and even the rear end. This accounts for the \$2,200 tab which Lloyd has picked up thus far, and like many another machine of similar breed, it's a long way from done. ●

photos / lynn



DeSoto hangs over frame
of '32. Four pots on
manifold deliver go-juice
to Stromberg Fire Dome. 103
mph in quarter was on gas.



Fire Dame

DEUCE

*Familiar 1932 coupe of Dearborn
heritage gets its oats from new
overhead valve engine by DeSoto.*



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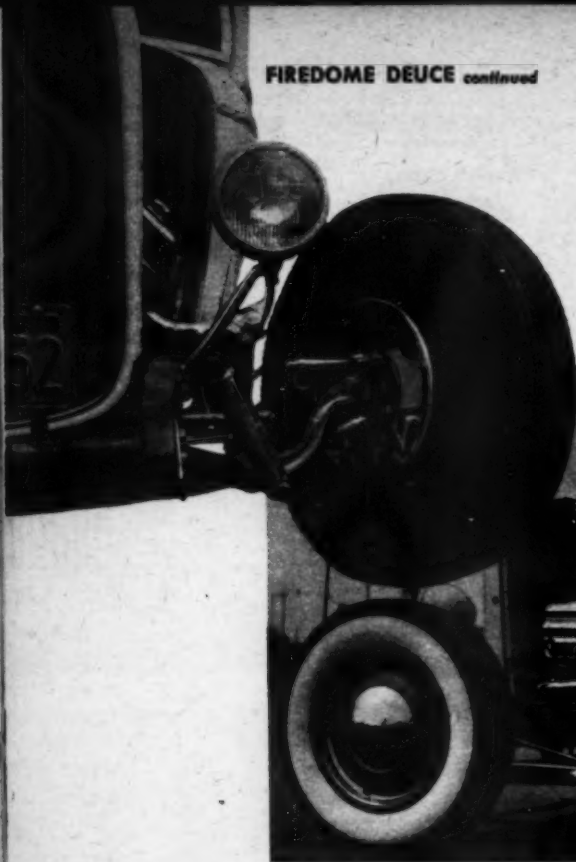
USTON



MORE

FIREHOME DEUCE *continued*

Entire front suspension is plated for appearance and ease of cleaning in tight places. Cast aluminum, polished light brackets support sealed beams.



Peering at coupe from worm angle reveals presence of chrome-work on differential, axle housings and brake backing plates. Taillights are '51 Pontiac displaced from normal fender location and set in Deuce's tail panel.

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Owner-builder Bakan chats with local constabulary on construction and top performance of Deuce coupe. Many California officers are avid fans and former rodders who like to keep up with the latest ideas.



Interior of car is done in pleated brown plastic by AutoBed. Stewart-Warner dials grace this dash as in many other well constructed rods. Floor shift lever is connected to Lincoln box.



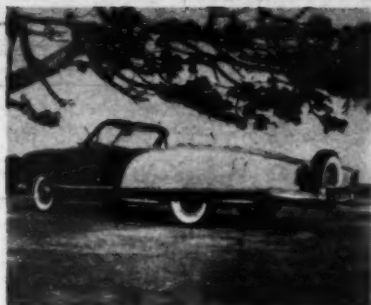
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CUSTOM - SOUTH AMERICA STYLE

BOGOTA, COLOMBIA, is the least likely place on earth, perhaps, to offer the world a glimpse of a customized car. But, here it is, which only goes to prove global interest in auto restyling.

Starting out as a '51 Kaiser, and subsequently wrecked, the totalled-out hulk was snatched up by Gerald Riddell for 500 pesos (\$150). Having rolled over 4 times, the turret top was no longer of much value so it was discarded entirely and the body and frame strengthened sufficiently so the Kaiser's life could continue, this time as a convertible.

As is widely done in our own country, the rear fenders were extended some 18 inches to frame the continental kit. Hardest of all was adapting the convertible top mechanism from a Buick.



Since the 4-door now boasted of only two doors, Baranquilla's leading upholsterer was called upon to have the front seat so entrance to the after portion of the cockpit could be gained. 1953 Buick headlight rims and Studebaker taillights completed the customizing project and when the red and grey rag-top emerged from the paint shop it immediately became city-renowned.

Owner Riddell admits his car is a real rarity due, in part, to the fact that importation of special equipment or car parts from the States borders on the illegal, so all parts had to be scrounged from local wrecking yards — which, in turn, are darned rare. ●

Next Month

Roger Huntington begins a series on *Elapsed Time vs. Top Speed*. A reading must for all drag racing fans.

Racing Films AVAILABLE

So-Cal Productions' library of Speed-sport films is now available for rental. These 16 mm racing movies are all in color and sound and cover all phases of the sport — hot rods, stock cars, sport cars, boats, etc. Included are such events as the National Championship Drags, Daytona Speedweeks, Pikes Peak and many others. For complete list of films available write: So-Cal Productions, 1104 So. Victory Blvd., Burbank, California. ●

ROD AND CUSTOM

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In response to a veritable deluge of mail requesting insight into the customizing of scale model cars, R & C presents a conclusive report on the changes possible, how they are performed, the tools and equipment necessary and the ways of this exciting new hobby.



Customizing IN MINIATURE

AUTOMOTIVE RESTYLING fans no longer need spend their hard earned money on customizing projects only to discover the changes they had so eagerly anticipated turned out horribly — or even worse. Too often, ideas which appear well-proportioned on paper resemble complete casualties when applied to the full-size car. But those days are over for custom fans have an outlet at last for their talents and desires within a short distance of their front doors. And, economically, too. Even radicalism, such as chopping, sectioning and channeling is within their grasp — for a single dollar bill. Of particular interest is the fact that ideas can be actually tried on cars identical to your own. If changes meet with your approval, duplicate them on your own car. If not, you're out a buck and some time, but nothing more.

Eyebrows may raise and brows may furrow by the time the foregoing has thoroughly soaked in, but what you've just read is absolutely true. Brand-new Fords, Buicks, Mercurys and Chryslers have already been subjected to the restylists' surgery, and thousands more await their fate — and they're as near to you as the corner drugstore!

If you're really confused, we had best enlighten you and admit that though the cars mentioned above are as real as the chair you're sitting on, they average only eight inches in length. It's those fabulously detailed, beautifully molded, miniature plastic cars whose production, quantity-wise, may soon surpass even that of their full-size brethren.

Scale model cars and trucks have been marketed for several years and the hero who first wielded a knife or razor blade over one has been forgotten. But as newer models made their way to hobby and toy stores 'round the world, interest in changing their outward appearance virtually skyrocketed.

There are two basic reasons why youngsters, teenagers and adults turn to the models as a vent for their emotions. First, it stems from a desire to be creative though initiative to be *totally* creative is lacking. Here we have something tangible to begin with, something that can be easily altered to suit our own desires in a short time. Second, those not old enough — or financially blessed — to own a car but who have an interest in things automotive and are anxious to try their hand at the

(continued)

CUSTOMIZING IN MINIATURE

(continued)

auto restyling game. They've seen, heard about and read of cars altered in one way or another and feel they want to follow suit. Here they can forge ahead on their own for a dollar bill — and if they goof along the way they haven't reduced a formerly usable automobile to worthless junk.

As long ago as five or six years custom shops, like Barris Kustoms, for one, were buying scores of these miniatures and painting them every imaginable color (and some not so imaginable!) in order to see how the experimental shade would appear if applied to a full-size counterpart.

Several large companies are engaged in volume distribution of the finely executed plastic creations and market them in model and hobby shops, supermarkets, drugstores, in fact, wherever toys of any type are sold, you'll find an assortment of scaled-down Detroit products. However, the line of '56 American passenger cars made by Revell of Venice, California, is perhaps the most easily adaptable to

customizing and, furthermore, offers the customer the widest variety of models and body types from which to select.

To such an extent has the fad grown that several hobby stores in various parts of the nation hold annual contests in which their customers are urged to restyle the kits to their own choosing and awards are offered as inducements — often in the form of more car kits.

Whatever the reasons, the motivations or other factors and ambitions behind the urge to re-create, ROD & CUSTOM presents here with a portion of the latest Revell passenger cars — customized by professional modelbuilders as well as members of the R & C staff who, we might add, have assembled during compilation of this report a scaled-down parking lot which would put many a custom car show to shame.

And shutter bugs will be happy to learn that the accompanying photographs were made with a Rollicflex camera, some of the close-up shots by the use of a portrait lens and many having only an ordinary desk lamp as a light source.



Photos by Campbell, Lynn, Spence

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This is what will face you when you start to assemble one of the miniature cars. Box contains simple instructions plus a plastic bag with all car parts. Chrysler parts total 56.

OF PRIMARY importance to the model builder is the fact that the full line of Revell's '55 and '56 passenger cars is made to the same scale, $\frac{3}{8}$ -inch to the foot. That is to say, each $\frac{3}{8}$ -inch measurement of the plastic models represents twelve inches on the full-size counterpart. Thus it immediately becomes evident that a component part of one model can be grafted to any other car without that part seeming to be gargantuan in size. Naturally, exactly as in the real thing, substitution or transplanting of parts is accompanied only by a bit of trimming to the surrounding "metal". But, more of that later.

In this same vein, as long as Revell has seen fit to offer their cars with scaled-down engines, we hop up enthusiasts just might as well swap engines back and forth. A bit more trimming and cutting will be needed here, too, but this is not quite the chore it is on full size cars.

Presently available are the Cadillac Eldorado, Mercury Montclair 4-door hardtop, Buick Riviera sedan, Chrysler New Yorker hardtop and Ford Sunliner convertible. Slated for introduction soon are some of our '57 cars and, perhaps, a few of the "dream cars" that our manufacturers have been teasing us with for a few years now.

It is always best to begin operations on a reasonably simple level, so the first bit of re-styling will revolve around the job of "chrome" removal. Since side stripping of the models is molded as part of the body sides, removal consists of stripping the raised lines from the panels. This is best accomplished with a razor blade followed by sanding with

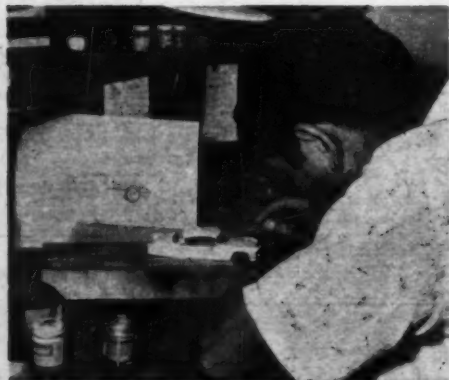
fine emery paper or #320 wet-or-dry automotive sandpaper. Even the finest paper will leave scratches in the plastic, so regular automotive primer should be painted on, then sanded down as though the 8-inch masterpiece were the real thing. Several of the models offer hood ornaments and medallions which are separate from the panel to which they should be affixed, and their attachment is simplified by the inclusion of holes into which the pegged additions fit, held by a drop of glue. Leaving these adornments off means holes to be filled. Depending upon the size of the hole, there are several ways to eliminate these perforations. The smallest holes can be filled by dropping a spot of cement over the hole, allowing it to harden, then sanding it down. Larger holes can be filled with putty or mastic, available at model stores, or by cementing in a piece of extra plastic sheet cut to the shape of the unwanted opening.

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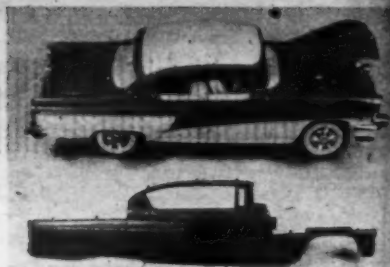


modifying a model mercury

R & C asked Budd Anderson, professional model-builder for Revell, Inc., to come up with a pint-size custom so he tackled this Mercury Montclair 4-door hardtop with sketches made by R & C's Lynn Wineland as a guide. In a case such as this it would not do to follow exactly the kit's assembly instructions, so the body sides were first sectioned, then the shell of the body was pieced together. Minor alterations followed, such as "de-chroming" and handle-removing, then the shell was carefully sanded. The inner fender panels and upholstery were next altered to fit, the chassis assembled and fitted. Painting followed. The time required for such a project could run into a good many hours, but it is the cost outlay that makes it so appealing. Liking the finished project, and were he blessed sufficiently financially, he could treat his full-size Merc in exactly the same manner knowing full-well that the outcome would please him. Many custom shops submit restyled miniatures to their prospective customers. If the suggested designs are rejected, it is simple to whip up another sample for pre-reproductions of a customer's car can be painted unusual colors until one is found to his liking.



Body trim is "chromed plated" after painting of body. Car is assembled next, the end result shown in photo right compared to stock model.



Merc side panel is one piece, as shown below completed model. Top edges of fenders are cemented in later during the final assembly.



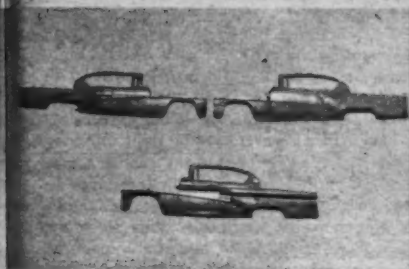
As in real car, seats must be dropped before installation in model. Here calipers are used to check amount taken from seat side.

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Taken during stages of body sectioning, this discloses where cut was made through panel. Amount removed was $3/16$ ", or 6" on real car.



Revell's Budd Anderson used jeweler's saw to section body panel. Care and forethought will assist in fitting reworked pieces together.

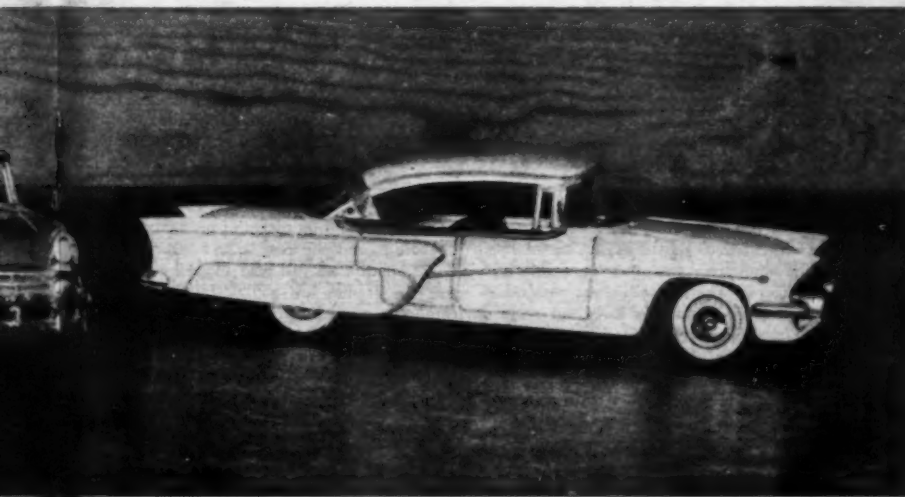
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R & C's stylist Wineland, left, Anderson and Revell's chief builder, Hoeppner, confer during radical customizing of Merc Montclair.



Special primer paint is applied around areas that required extensive rework. After hardening, primer was sanded before painting.



CUSTOMIZING IN MINIATURE

(continued)

All the models are made of styrene plastic so only styrene plastic cement will suffice. It acts not as a glue or paste, but rather as a bonding agent which leaves but little residue when dry. Actually, it softens adjoining pieces of the styrene and, when dry, they become fused. Doorhandles, trunk and hood ornaments, nameplates and insignias can be similarly trimmed off, or left off, by either the razor-trimming or plugging-with-cement steps.

More radical body modifications require special tools, a steady hand, forethought and a certain amount of skill and patience. With these you can construct the most radical, out-of-this-world dream car your imagination can conjure up—providing you use the kit-supplied parts as a starting point. But, as we have all learned by hacking into real cars, construction methods between models vary. For instance, the Revell Mercury is more easily sectioned than is the Cadillac. The top on the Ford truck is far easier to chop than that of the Buick, etc. Perhaps the most universal of the radical modifications is sectioning—and this because it's equally hard on all the little cars! The photos shown here include the sectioning, and end result, of the Mercury Montclair. Another shows a sectioned Ford convertible midway in construction. With this operation we find that, again like in our full size prototypes, we cannot merely slice a piece from around the car's midsection and glue the upper and lower portions back together. The cuts can only be made on parallel lines, but often, because of the interference of fender and door lines, the cuts are made at different elevations on various panels. For example, the Merc was cut through the front fender above the wheel cutout, back through the door at the same elevation, then a stepdown of about 1/4-inch (8 inches on the real Merc!) before continuing back through the rear fender. And since the new Revell models have individual panels representing the inner upholstery which must be cemented to the inside of the outer panels, the simulated trim must be similarly sectioned. Here's where forethought pays off. However, bear in mind that each and every side panel must be halved, the section removed on a parallel with the initial cut, and the pieces re-cemented by butting the edges. The resulting seam can be later filled with styrene cement or putty and sanded to perfection before painting.

Top chopping, while not impossible, can lead to difficulty. The real car's sliced components can be heated and bent to conform with new, lower lines, but that is difficult here for the pieces needing this treatment are so doggedly small. However, try and limit chopping to vertical sections to ease the re-fitting procedure. For the Ford truck this is a snap, on modern passenger cars it is best, for example, to not chop the desired amount from the slanted windshield posts, but to eliminate the posts altogether and fabricate new ones from leftover bits of plastic or from stock available at model stores. Chopping, sectioning, channeling are best accomplished with a jeweler's saw since all cuts should be accurate. Trimming with a razor blade or sharp knife is possible, but the saw will do the neatest job.



New Yorker hardtop was altered to resemble a "300" track car, complete with exhaust outlet just ahead of rear wheel and rollbar. Added realism could be had by denting fender, perhaps rippled top to indicate past roll over.

Lowering and customizing are almost inseparable terms, so it is merely a matter of course to lower a Revell model. The newest models offer completely detailed chassis with rear springs as separate items to be cemented into place. Lowering in back is easily accomplished by cementing pieces of plastic between the springs and the rear axles—exactly like the installation of full size lowering blocks. Since the frames are well detailed, enough clearance is given between the frame and axle to allow for a sizeable drop. But, for best finished appearance keep your drop on a scaled-down basis. Don't let the edges of the rear fenders drag the ground. This isn't practical for real cars and looks just as out of place on the model.



Up front we run into a different proposition. The models have simulated "real" suspensions with molded A-frames, springs, etc. However, the wheels are mounted on a steel axle which fits into holes provided through the front end components. Lowering here is easiest by slotting the axle holes so the steel rod can be positioned further up—thus dropping the chassis. Often this may mean trimming or slotting inner fender panels, frame members or maybe even trimming away a portion of the wheels. The smaller-scale but equally well-detailed Ford truck is suspended in front exactly like its prototype. The front axle is mounted beneath the springs. Replacing the axle above the springs gives quite a radical drop but means notching the frame rails and leaving off the tierod.

Revell has available a special paint mixture which adheres to the styrene plastic as automotive lacquer does to primed metal. 98 cents will purchase a bottle of cement, paint thinner, eight different colors and a small brush to satisfy the whims of most painting enthusiasts. An artist's airbrush works well for painting the models and leaves a streakless finish, but since access to one is generally hard to come by, the brush method will suffice for all but the most finicky builder.

The model customizer might find it desirable to make a hardtop or coupe out of a convertible and be faced with making a compound-curve turret top. If the top from another model will not fit under any conditions, sheets of styrene plastic, in various thicknesses, are available from the model supply shop. Simple curves can be formed by holding the sheet or strip near a 100-watt light bulb—lighted, of course. Work the plastic with the fingers while holding it near the heat source and soon it will feel more or less limp and can be easily formed to the curve desired. Immersing it in a pan of warm water—not necessarily boiling—will do the job just as

Standard Revell pickup, with added tailpipes, poses beside similar model which, in addition to lowering, has been chopped and channeled. Model was treated as full size hauler might be—hood sectioned amount of channeling so front fenders could remain at stock height.

well. Compound curves are a little more tricky. A form can be made of plaster of paris or carved from wood. This would not be unlike a stamping die, but only one-half of it is necessary. Lay the sheet over the form and place it in the oven with a setting of "Low". Don't turn the flame up too far or you'll open the oven later to find only a few cinders remaining. As soon as the plastic becomes pliable, it may be worked over the mold with a gloved hand until it attains the desired curves. Removing it from the stove and allowing it to cool will give you the shape you desire. It may then be trimmed and cemented to adjoining sections.

(continued)



Stock Ford convertible, left, as compared to body altered for "ragtop" racing and another during sectioning and de-chroming process.

CUSTOMIZING IN MINIATURE

(continued)

One of the handiest tools is the model-maker's hand-held electric grinder which, when fitted with any one of the many available routing tools, is invaluable for enlarging openings like wheel wells, windows, etc. It is best, though, to mark or scribe an outline of the desired finished opening so you won't goof and grind too much plastic away.

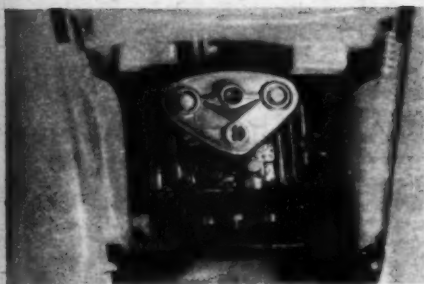
Stock ElDorado convertible rests below customized model fitted with chopped top from a Buick Riviera. Body shell at right is also a Cad, but has shortened top and tarp-covered pickup box. Tailgate was formed by bottom of stock deck lid reshaped to fill gap between fenders and below bed of El Dorado half-ton.



Mark II, a stock car (racing type) from the Cad ElDorado or constructing a neatly detailed "total" wreck from the Mercury Montclair (as happened when your Editor set his conservatively customized hardtop too close to an open gas flame—poof! the most beautiful total you've ever seen!).

Realism, even more than the models incorporate, can be had by adding such touches as turned front wheels, cars slightly lower on one side than on the other to give it a sense of actually cornering. Cars converted to racing stockers can be dented and bashed as are their counterparts. A good example of a modified stock-car would be the Ford convertible fitted with rollbar, devoid of hubcaps or white sidewall tires, perhaps with a bashed fender and a Cadillac or Chrysler engine nestled away in the hoodless front end.

Whatever your desires in the auto restyling or modifying field, try your luck first on the 98c miniatures. The end result will help adorn your mantelpiece—perhaps nestled between the trophies you won after altering your full size car to follow the lines of the reworked model! ●



Well detailed engines of Revell models, mill from Cadillac illustrated, can be interchanged between cars since $\frac{3}{8}$ "=1 ft. is standard scale.

ROD & CUSTOM MODEL CAR CONTEST

REVELL, INCORPORATED, and ROD & CUSTOM have joined forces in staging a nation-wide contest for builders of restyled or modified model cars. If you want to practice the metalman's art in plastic, whip up your version of a custom and ship it off to us right away. Choose any plastic auto model — even foreign, sports or antique car if you wish — and use your noggin in doping out changes to be made. A semi-custom, or moderately restyled model, has as good, or better, a chance at winning than, say, does a radical but obviously hurried attempt at automotive transformation. And be practical! Don't lower them so far as to render them impractical for "simulated" normal driving. Remember, go as wild, or as conservative, as you want but stay within reason! Judging will be based on originality, attention to detail, neatness, practicability, and general awareness of the art of customizing. Judges will include members of the R & C staff, the professional builders of Revell, Incorporated and well-known customizer George Barris. Their decisions are to be final. Attach a small tag or card to your car for identification purposes, bundle the car up in cotton or tissue paper, place it in the box in which it came, wrap and tie it securely, mark "Fragile" in a conspicuous place and send it to Model Contest, ROD & CUSTOM, 5959 Hollywood Blvd., Hollywood, California. Be sure to include ample postage. All of the models will be returned as soon after the deadline as possible. BUT allow time for

photographing, judging and mailing. The names of the winners and photographs of their cars will appear in a subsequent issue. Now, check the prize list below.

- 1st prize _____ \$50.00 bond.
- 2nd prize _____ \$25.00 bond.
- 3rd prize _____ Choice of \$15.00 worth of Revell models.
- 4th prize _____ Choice of \$10.00 worth of Revell models.
- 5th through 7th prize _____ Choice of \$7.00 worth of Revell models.
- 8th through 10th prize _____ Choice of \$4.50 worth of Revell models.

Deadline for mailing entries — send as many as you wish — is midnight, December 31st. Announcement of winners and photos of their entries will appear in the April, 1957 issue. All the winners will be notified via mail, and will be sent Revell catalogues for selection of their prizes.

Entries must be limited to readers within the Continental United States, including Hawaii and Alaska, and to members of the Armed Forces overseas. This contest is not open to employees of Quinn Publications, Petersen Publishing Company, Revell, Incorporated, or members of their families. The contest is subject to all State and Federal regulations. We cannot assume responsibility for entries, however every precaution will be taken, while the models are in our possession, to see that no damage occurs.



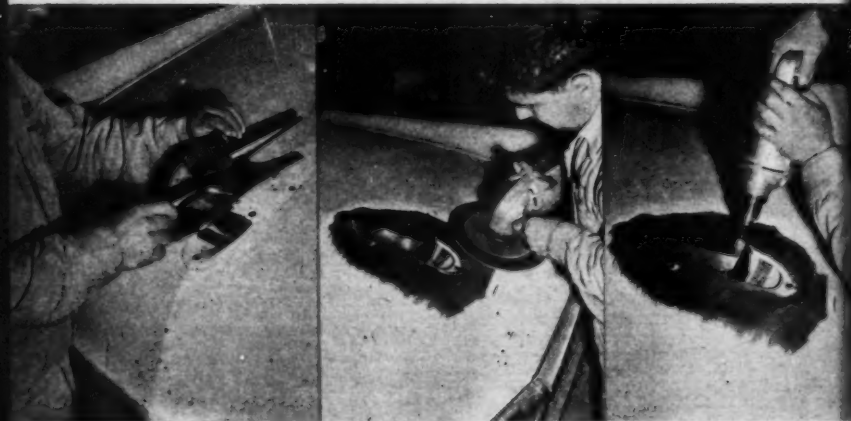
Strip the ornament off the hood of a late model car, and what have you got? Holes — both large and small. Don't fret, though, for here's how to ...

DE-CHROME

YOUR OWN HOOD

CAR MANUFACTURERS have overcome the earlier troubles of stamping large expanses of metal to desired shape (hence the many 2-piece panels in cars several years old) and, almost without exception, are whomping out things like hoods at a single blow. And, as long as we're on the subject of hoods, let us note the fact that customizers of later model cars are no longer confronted with the tortuous, expensive problems of filling in a center dividing seam. However, as though taking one thorn from the bodyman's side only to add another, the manufacturers seem to revel in the glory of cutting large holes in said hood for the express purpose of mounting those big, ungainly hood ornaments and medallions. Confronted with the stigma of wishing to motor about in a de-ornamented-hood car, but being faced with a gaping hole large enough to stuff one's fist through if the medallions are ashcanned, there are more than just a few enthusiasts unhappily tooling about the country with their wishes still in their heads — looking out over the top of some giant winged gizmo.

But — R & C to the rescue! George Barris, through the magic of the following photos, shows all smooth-hood diehards how the yawning holes can be turned into expanses of glistening metal with nary a wrinkle 'twixt old steel and new. Ready? Here we go:



First step in hood filling is, naturally enough, exposing the holes by removal of trim. Before firing up the torch, grind points from areas to be worked to burned scale will not cause flaws in lead which follows. Small holes are countersunk with rotary grinding before brazing step.

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Photos by George Barris



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Brace is applied to holes. Technique is to heat metal to proper temp, circle hole with metal so that it grows smaller and smaller until gone. The large hole must be plugged with a piece of metal, so one is cast from sheet stock of same gauge as hood metal. It is then rough-formed.

NOVEMBER, 1956



Hit and miss, or trial and error, method will bring metal insert up to proper shape after which it is trimmed to fit into opening. Then, it is tack-brazed into position. Small holes just above hood lip are filled next, all brazing being completed before grinding or leading.



Tinning compound is applied with rag (or steel-wool) by heating both wiping pad and canned powder, dipping pad into the latter. Hood metal is then heated, pad rubbed briskly over it until metal appears extremely shiny. Lead is then applied as usual, file used to smooth it.

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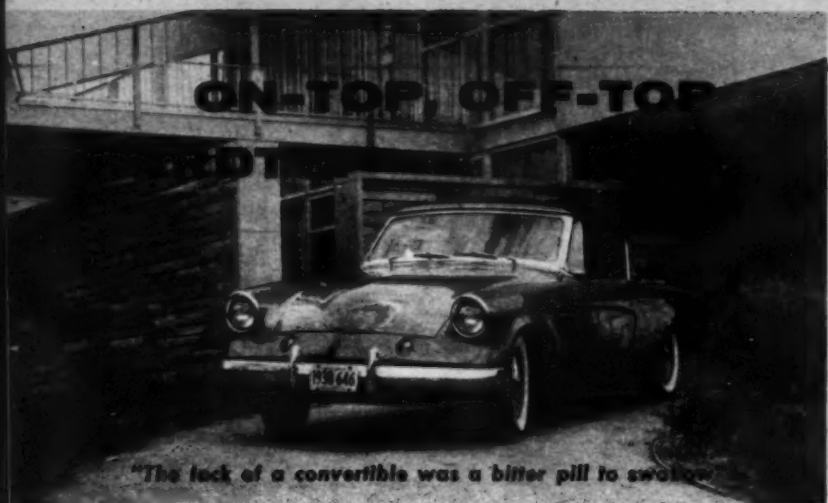
Bodyman's pecking hammer is tapped upwards from beneath hood to raise any metal areas which may have shrunk or stretched downward. Important to know is that many light taps are better than a few heavy ones! After seam around insert is brazed, all holes are ground down then cleaned.

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Extreme high spots can be cut to proper plane by body grinder but lead is far softer than steel so don't cut too deep. Further filing will bring hood nose to perfection, then it is prepared for painting as has been explained in past issues. End result discloses lack of gaping holes.

NOVEMBER, 1956



BELIEVERS IN the name of Studebaker have found that company's lack of a convertible model a bitter pill to swallow. It is, perhaps, the financial resources of the concern, in relation to the bank balances of Chrysler, General Motors and Ford, which caused lack of introduction of a ragtop, for a heavier, sturdier (therefore more expensive) frame setup is required in order to properly support the topless body. Whether this be the fact behind the matter or not, followers

of the clan will be interested in knowing that convertibilizing a hardtop model is not only a possibility, but has indeed become a reality in several instances. One of the examples, shown here, is a '53 model which, builders at Chicago's Gil's Custom Shop state, can be duplicated for a mere \$600.

When first brought to their doors, the bodymen at Gil's were anxious to dig into owner Sam Urso's project so the long-awaited result could be viewed. Now complete, appearance

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Fins were made of sheet metal, contoured to shape desired then welded and leaded to the otherwise stock fenders of the '53 Studebaker.



New handles, one on each side of top, were added to aid in removing the turret. When in place, Stude resembles the hardtop stockers.

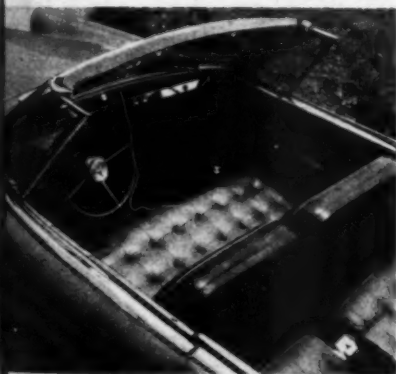
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Photos by Spence



Much work was needed to alter fenders so they could receive these Plymouth lights. In addition to fins, fenders were extended slightly and kicked up. Other than this, though rear of Stude convertible very closely resembles any other stock Studebaker hardtop.



Small latches on windshield frame retain top securely. Rubber insulating strip beneath the front edge of top seals cockpit quite snug.

has been definitely improved and, despite many miles of hard driving, not a squeak or a rattle has developed.

Aligned with pegs fore and aft, and retained with special industrial latches when installed, the top can be easily removed or replaced, whichever variation suits the callings of Mother Nature. So easily can the top be stripped from the Stude, that a recent removing-race against a Thunderbird found the Stude's owner victorious.

Other modifications include finned fenders, the trailing edges of which were fitted with Plymouth taillamp assemblies, and a totally grilleless front end treatment which, the owner states, interferes not with the hopped up Studebaker's cooling department due to a scoop located beneath the front bumper.

Total modifications to date have set the owner back approximately \$1800, including the two tone Naugahyde interior. ●

THE 1956 RECORDS FROM...

BONNEVILLE

NATIONAL SPEED TRIALS

Class and car	Entry (for)	New Record	Old record and year set	
B roadster	The Perry Boys	168.797	160.90	1955
C roadster (gas)	Carroll Thompson	145.965	no record	
C roadster	Bill Summers		174.13	1955
D roadster (gas)	Wesley Bevy, Jr.	153.910	no record	
D roadster	Voigt Automotive		179.15	1955
A mod. roadster	Ak Miller		137.59	1952
B mod. roadster	Don Waite		187.66	1953
C mod. roadster	Ruddy & Weinstein	200.009	186.09	1952
D mod. roadster	Ross & Jacobson	204.869	203.34	1955
E mod. roadster	Jim Lindsley		202.07	1954
B coupe & sedan	Sanchez & Cagle		152.94	1955
C coupe & sedan (gas)	Thomas Poole	137.550	no record	
C coupe & sedan	Sanchez & Cagle		155.46	1955
D coupe & sedan (gas)	N. H. Ostich	141.58	no record	
D coupe & sedan	Fish & Duffy	158.018	152.60	1955
A comp. cpe.	Secor Spl.	116.176	109.60	1955
B comp. cpe.	Chrisman Bros.		180.87	1954
C comp. cpe.	Cobbs Spl.	187.992	180.87	1954
D comp. cpe.	Chrisman Bros.		190.84	1955
E comp. cpe.	Mickey Thompson		194.34	1952
C lakester	Experimental Auto.		211.27	1955
D lakester	Valley Auto Spl.	213.190	209.48	1953
E lakester	Hales & Moll		183.63	1954
H streamliner	Cooper Racing Cars		118.27	1955
O streamliner	Bill Burke		136.90	1952
A streamliner	Daly & Charbonneau		162.95	1950
B streamliner	Duncan, Hill, Davis		236.84	1955
C streamliner	Shadoff Spl.		248.26	1954
D streamliner	Art Chrisman		216.53	1953
E streamliner	Kenz-Leslie		255.41	1953
SPORTS CARS				
Open, under 1500 cc	Jack Cardwell		95.04	1954
Closed, under 1500 cc	Bill Scace	121.111	110.66	1954
Open, over 1500 cc	Guy Mabee		187.17	1954
Closed, over 1500 cc	Barnes & Larsen	164.313	136.39	1955

THE 1956 RECORDS FROM...

KANSAS CITY

NATIONAL CHAMPIONSHIP DRAG RACES

Class	Entry	Body and engine	Record
Dragster	Cal Rice Santa Ana, Cal.	'53 Chrysler	152.28
A comp. cpe. & sed.	Dave Crowe Long Beach, Cal.	Austin, '51 Chrys.	128.20
B comp. cpe. & sed.	Don Little Long Beach, Cal.	'32 Ford, '46 Merc.	123.11
A mod. roadster	Don Schleicher Kansas City, Mo.	'27 Ford, '49 Olds.	129.68
B mod. roadster	Jim Noble Inglewood, Cal.	'27 Ford, '53 DeSoto	134.93
A hot roadster	Don Morgan Amarillo, Tex.	'30 Ford, '46 Ford	118.42
B hot roadster	Dave Marquez Santa Paula, Cal.	'32 Ford, '49 Merc.	124.82
A fuel	Don Cartwright Vancouver, Canada	'34 Ford, '53 Chry.	115.38
B fuel	Homer Dobbs Birmingham, Ala.	'39 Ford, '48 Merc.	97.29
4-barrel dragster	Robert Mullen Ontario, Cal.	'29 Ford	91.09
A open, gas	John Mulkey Waxahatchie, Tex.	'55 Chevy, drgstr.	125.17
B open, gas	Lyndall White Amarillo, Tex.	'34 Dodge, drgstr.	115.68
A roadster	Dale Hartong Akron, Ohio	'29 Ford, '53 Chry.	119.68
B roadster	Otis Smith Akron, Ohio	'27 Ford, '55 Chevy	115.23
A altered	Carl Grines Phoenix, Ariz.	'48 Fiat, '56 Buick	118.26
B altered	Jack Randall Encinitas, Cal.	'47 Cros, '56 Corvette	114.79
C altered	Buddy Anderson Dallas, Tex.	'32 Ford, '48 Ford	110.15
A street roadster	Jim Shores Azusa, Cal.	'29 Ford, '40 Chevy	104.28
B street roadster	Dennie Hildebrandt Norwalk, Calif.	'34 Ford, '51 Chry.	108.17
A gas	Johnnie Lovlean Ft. Worth, Tex.	'32 Ford, '53 Buick	109.89
B gas	H. L. Davis Ft. Worth, Tex.	'40 Ford, '52 Chry.	106.38
C gas	Jack Lankert Dallas, Tex.	'55 Chevy, '54 Chry.	98.68
D gas	David Marclay Amarillo, Tex.	'54 Dodge, '55 Dodge	100.89

Rather build from the ground up
than merely convert? Try
your hand at a...

Baby Giant



EVERETT McCLELLAND'S "baby giant", a hand-made miniature cab-over-engine truck, has drawn attention of auto show fans in Northern California at several exhibitions during recent years. This unique and cleverly built vehicle has been publicized locally and is a continual source of curiosity to those who happen to see it parked on the streets or tooling down the highway with the 33-year-old body shop operator at the wheel. Being somewhat of a perfectionist, however, Mac lately stood off to view his creation objectively and decided that he could improve matters by switching the engine to a space directly below the cab seat. This would give him more leg space in the cab and improve traction by shifting the engine's weight to a point nearer the rear wheels.

With this idea in mind, the original Ford 60 mill was pulled, discarded and a new Studebaker 6 procured. Then, to mount this, Mac built a long "U" shaped frame of heavy pipe and set it within the existing 4-inch channel iron frame. At points where stress or twisting motion might occur the "U" was attached by hinged brackets to permit the necessary freedom and flexibility desired.

Finally, when the new mill was installed, it was coupled to the rear end assembly directly through the universal joint...no drive shaft was needed.

The next problem presented itself when it was discovered that the rear base of the cab didn't clear the top of the mill. This difficulty was overcome by cutting away the body, bending it in as required with adequate reinforcement to prevent any weakness that might otherwise occur.

After figuring out a linkage system for the transmission gear-shift, Mac went to work on the electrical wiring. For easy access and quick trouble-shooting he installed an 8-pole terminal block at a location handy to the cover plate of the engine. Also, in the cab at a point on the dash directly above the steering column, a panel of toggle switches was mounted for convenient control of various lights and other electrical devices with which the truck is equipped.

For those unfortunately not familiar with the rig, here is a brief rundown of various other features:

Built originally at a cost of about \$6,000, Everett McClelland started the project as a spare-time hobby while recuperating from an injury. The little giant has a frame of $\frac{1}{4}$ x 4" welded channel iron and mounts ten Crosley wheels. Those in the rear carry 4:50 x 12 tires while the front ones are 5:00 x 12's. A pair of six gallon side-mounted fuel tanks supply gas to an electric pump. For brakes, the front engine pulley turns a compressor, supplying air to a reservoir which, in turn, sends air through an air-hydraulic system which acts on all wheels equally. Rear axles are Studebaker, altered, of course, while the front axle is a specially designed unit dropped so that the pan of the former Ford 60 engine could

By George Burnley

be removed without obstruction. Each axle has a pair of shock absorbers. Wheel tread is 46" in front and 53" in the rear. The steering gear is a combination of Ford and Chevrolet parts cleverly united.

Access to the radiator is accomplished by means of an inconspicuous, flush-mounted tilt-down panel located directly above the chrome plated grille. The cab doors are latched electrically by concealed switches. The instrument panel is handsomely grained with a rich-looking expensive veneer and has, besides the usual instruments, a tachometer and air-pressure gauge.

The cab, built of 4'x8' panels of 18- and 20-gauge sheet metal supplied by the Glen B. Mohr Co. of Oakland, was hammered out and welded to shape with an absolute minimum of lead. Besides a pair of chromed exhaust stacks and ditto diamond step plates,

(continued)



Except for the relative size of the wheel, this could well be the glamorized interior of any cab-over truck. Notice angle at which the clutch and brake pedals protrude from bulkhead.

Rear license plate gives indication that this is not a giant adjusting the aerial on a cross-country hauler. Owner McClelland built the rig from scratch, often alters the little truck.



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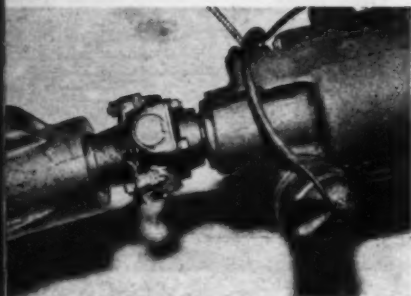
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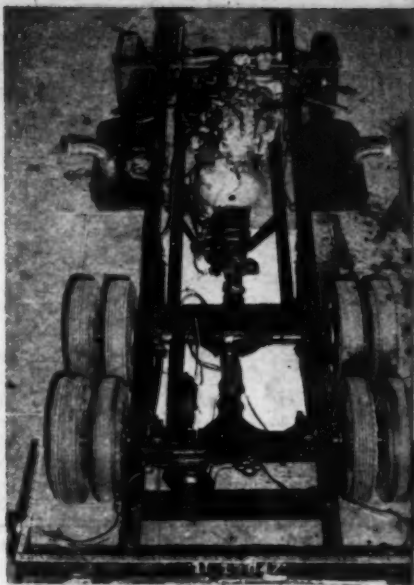
BABY GIANT *continued*

the little giant has a full set of white walls, authentic commercial-looking clearance lights and other details so cleverly and expertly mounted that the whole job resembles the last word in a full scale heavy-duty hauler.

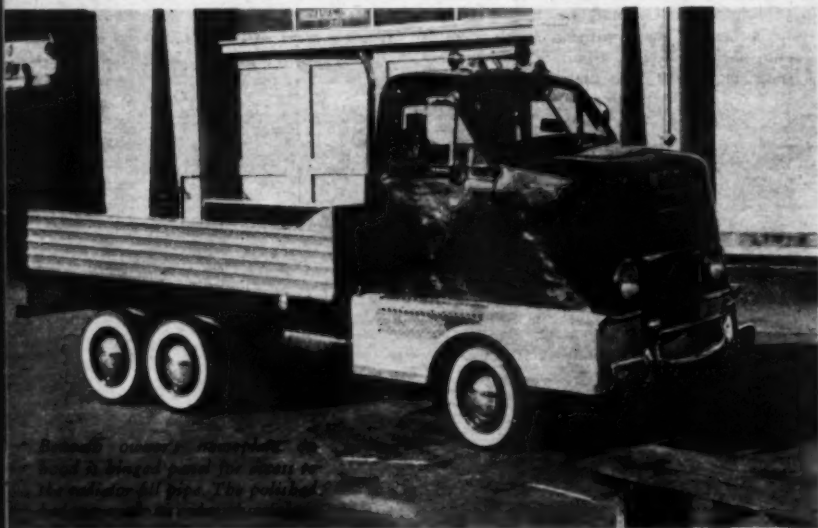
As for Mac himself, he is an example in point to the aspiring would-be car builder. Modestly, he insists that anybody with an



When further-forward V8 60 was jerked in favor of under-seat Stude 6, it was found that U-joints alone would span distance between transmission and the double rear end unit.



Chassis layout reveals method of powering both rear axles, shows proximity of engine to rear wheels. Frame is 1/4" x 4" channel iron welded. The engine frame is mounted flexibly.



Revised owner's instructions to build a long panel for access to the radiator fill pipe. The polished fuel tank is the only one.



First powered by V8 60 positioned over front axle, owner switched to Stude 6 mounted further aft for needed legroom. Here he prepares to make ready for the in-line after jerking V8.

interest and ability with tools can be equally creative if endowed with sufficient persistence and imagination. Always busy and in demand, Everett McClelland can always spare a moment to make a suggestion or lend a hand in furthering the project of some enthusiastic car builder...so much so that the observer is led to reflect on the old, time honored motto, **WORK CAN BE FUN!** And Mac's hauler proves it. ●



The lack of doorhandles reveals a sense of customizing on owner's part. Naturally, doors are electrically opened by pushbuttons.

MINNESOTA

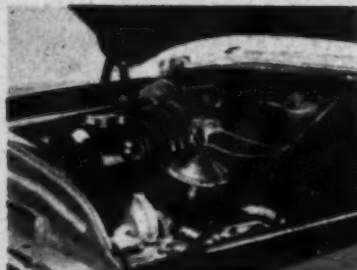
MINNESOTA ISN'T necessarily the best place to go in search of customs, for this Northern State's rough winters are not conducive to the lowering enthusiast's work. However, the cars up there that ~~have~~ undergone the torch are certainly not to be sneezed at. For instance, Norman Wesp's '55 Oldsmobile Holiday.

The McCullough-blown engine sports a $\frac{3}{4}$ cam and a Mallory ignition. Other additives beneath the hood, though not necessarily of the power-producing variety, sparkle with chrome plating.

A two-inch dropping job brings the reworked front end that much closer to the ground. Body changes include: frenched headlights, filled hood, reworked bumper and restyled grille bar with park lights set neatly into the tips.

A Cd frame in the rear prevents the six-inch dropped rear end from hitting bottom. And for the body: frenched Chrysler lights, de-ornamented deck and flaired skirts.

Residents of Anoka were glad to see the custom emerge from the paint shop with its jet black paint job for they knew it takes nerve to cover a reworked body that shade. But Norman knew the custom could take it — and that's proof enough of customizing perfection. ●



48

IOWA



IT IS not accidental that this issue devoted heavily to the '49-'51 Ford, includes one such model from a faithful reader. Jerry Morris, hailing from Iowa's Waterloo, was not long in realizing that Ford's '50 was practically asking for modification. So, not long after its acquisition the ragtop was rolled into the shop with orders for frenching, filling and restyling to proceed immediately.

The '54 Chevy grille bar with its complement of '53 Chevy teeth is perhaps the most striking alteration—though the filled hood, frenched lights and Dodge side trim are outstanding features. Round back we find tail-lights from a '52 Olds, an electrically opened turtle deck devoid of trim, a pair of handsome Merc skirts reworked to fit the Ford's panels, frenched quarter panel seams and a gas fill pipe neatly concealed within the trunk.

The Hi-Fi record player emits sound through four speakers within the driver's compartment—any one of which can be turned on in conjunction with any of the others. A '55 Pontiac front bumper protects the black lacquered body from damage, while from the guardless rear bumper protrude two custom flat-type tips.



WHILE NEARLY half of our 48 states already presented in this series, readers in the states not yet covered are urged to submit photos of their cars. Here, alphabetically, are the states already published together with a listing of the issues in which they appeared.

Alabama Sept. '55
California July '55
Connecticut Jan. '56
Florida Feb. '56
Georgia Dec. '55
Idaho Aug. '55
Illinois Sept. '55

Iowa Nov. '56
Kansas July '55
Kentucky Oct. '55
Massachusetts July '56
Minnesota Nov. '56
Missouri March '56
New Jersey Aug. '56
New York Aug. '56

Ohio Nov. '55
Oklahoma July '56
Pennsylvania Nov. '55
Texas March '56
Virginia Aug. '55
Washington Jan. '56
Wisconsin Feb. '56

"More appearance isn't all..."



BAHAMA BLUE BABY

By Marge Lawrence



Neatly flanking the license plate are taillights from a '48 Frazier. Barely discernable in photo, white pin-striping contrasts nicely with the Bahama Blue paint job on the well-rested '32.

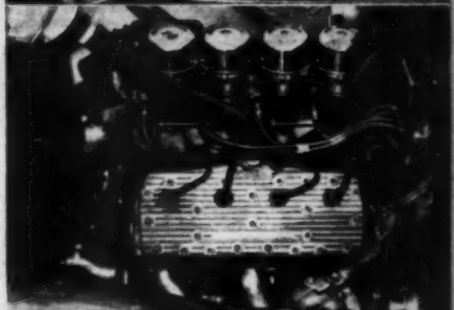
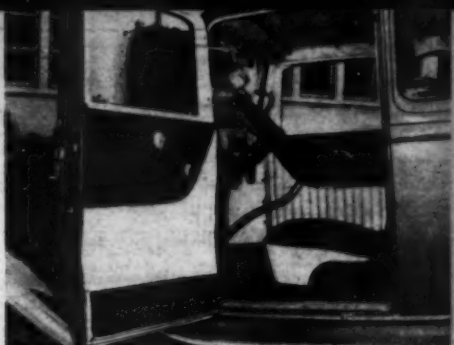


Unchopped and unchanneled, the stock-size cockpit is tastefully upholstered in Naugahyde. Contrasting colors are red and white with vertical-running pleats.

Engine modifications, not limited to just exterior adornments, powered the 3-window 'tween the lights at 90 mph.



Lowered headlight bar contributes to appearance of severe height reduction but extent of dropping was due only to smaller front tires than rear, dropped axle.



WHAT A LOOKER! No, the fellas aren't oggling a gal going down the street. They're mostly giving Bob Merriam's '32 3-window 'tween the lights a look. And you'd stare, too, if you set eyes on this quaint '31 Deuce.

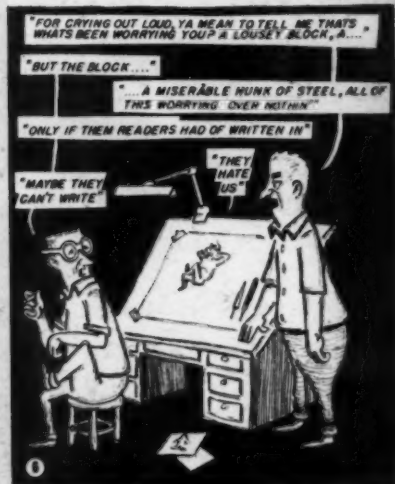
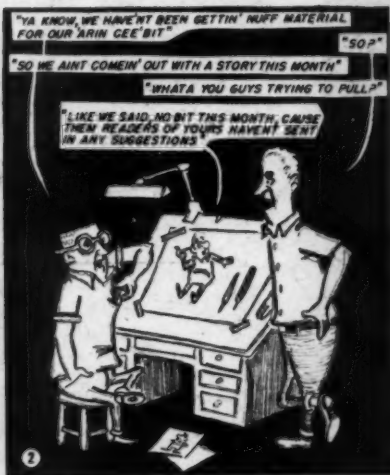
Bob Merriam, owner, hails from Santa Barbara, California, and he followed the car around town for months when it was in stock condition. A piece of luck on that night, you know. Finally, though, the old boy who owned her found the inspiration of Bob's monetary offer too much.

When the Deuce was all Bob's and he finished her with all of his engineering and auto knowledge, he incorporated into her makeup parts from other Fords and a Fordor or two. He dug her up under the hood with Offenhauser, Stromberg and Edelbrock, prettied her up with red and ivory painted Naugahyde and finished her off with dazzling Cadillac Sphinx Chrome beautifully striped in white. Now the wee gal has not only class but zip. The lights at the far end of the Santa Maria quarter registered 90 as the beam buzzed through.

And to cap the Deuce bug her year in its prime, the photo sessions will take her on a guided tour. *

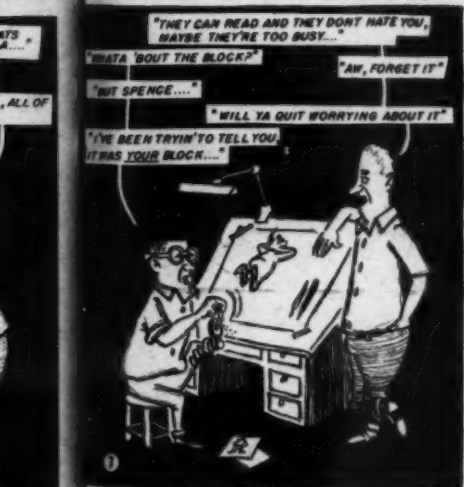
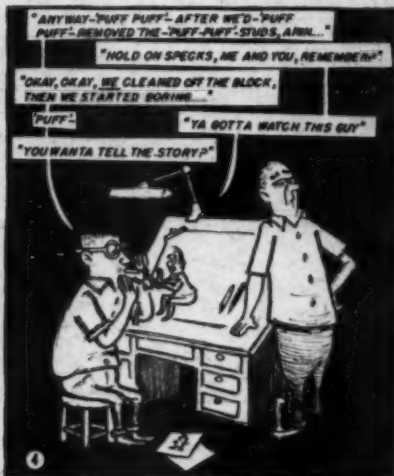
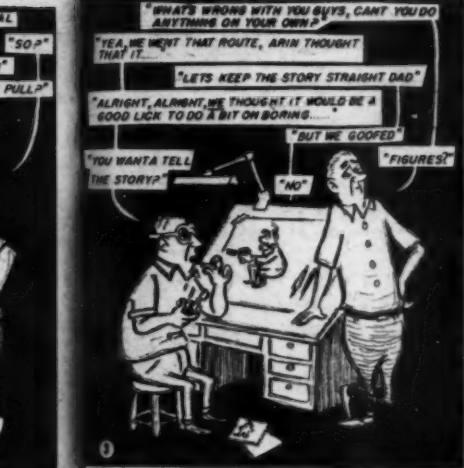


Arin



Cee

by peter millar

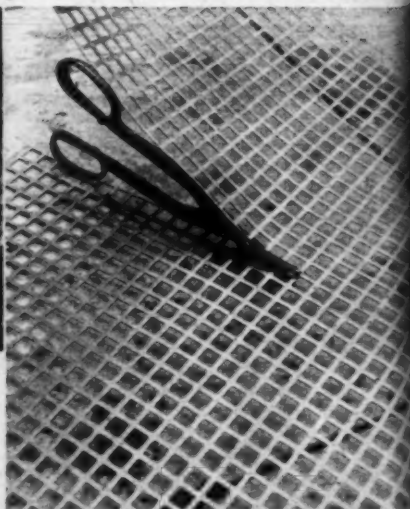




by Joe Rebholz



Nosed and decked Merc above awaited "different" grille for a year before owner dreamed this up. "Mesh metal", installed at right, fills void behind the stock bars, gives big car look.



THUNDERBIRD GRILLES are most everything a good custom grille should be—including expensive. Which is reason enough for this article.

Here is a "quick and dirty" project for that clean custom look which, unlike most customizing operations, requires a minimum of tools and skill. In fact, it's so darn simple your girl might install the grille for Christmas; if you leave her alone long enough to read this story.

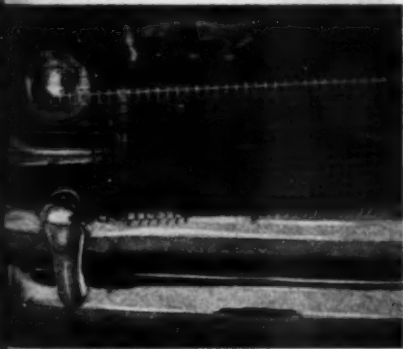
Finding the less than five bucks worth of material may be the most difficult part of the whole project. To the hardware trade, grille stock is known as "perforated metal." It is available in various thicknesses, size and shape of perforations and types of material (including polished stainless steel) from some large hardware stores and most steel supply houses. Easiest to work with and most often available is the stock known as "mild steel." Enough for the Mercury, pictured with this feature, cost \$4.85, at the rate of 45¢ a pound. The full size stock sheet was 36 inches wide by 12 feet long, from which our local metal merchant trimmed a 36- by 36-inch end. At the same hardware store we picked up a small box of sheet metal screws and a thimble size can of metal-primer undercoat.

Early the next Saturday morning the Merc' poked a cold nose outside the garage. After stripping chrome teeth and other lattice work

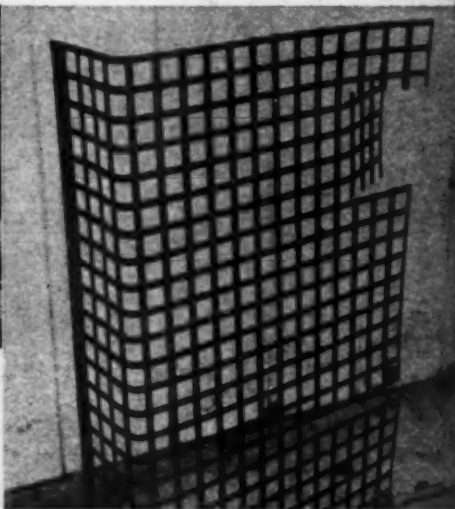
of the stock grille we proceeded with the most important part of any custom grille installation. That is, to level the bumper. Use a yardstick to check the bumper and make certain that each end is exactly the same height from the garage floor. Adjustment (for FoltCo products) is done by loosening the nut only of the forward bolt holding the bumper bracket to the frame horn. The bolt shank is cam shaped, so that after the nut has been loosened you can wrench the head either way to raise or lower the bumper. Once you have it set at the proper level, hold the bolt head and run the nut up double tight. Now the pedestrian chaser should stay in position, unless clobbering another barge loosens it.

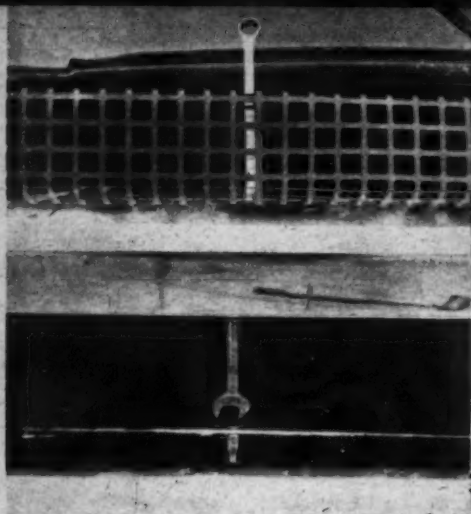
The perforated metal was cut into two pieces measuring 18 inches wide by 36 inches long. In making this cut we split one of the bars so there would be no jagged ends. Incidentally, every time you shear this stuff take a file and burr the edges to a smooth finish. You'll be both pleased and surprised at the number of bloody fingers de-burring will eliminate. Next a flange was bent (over the edge of a 2 by 4) along the top, leaving enough depth to go from the splash pan upward to the hood's leading edge. Custom were made in the perforated metal so it would fit over and around the various bumper brackets. The widespread, "D cup," Merc

(continued)

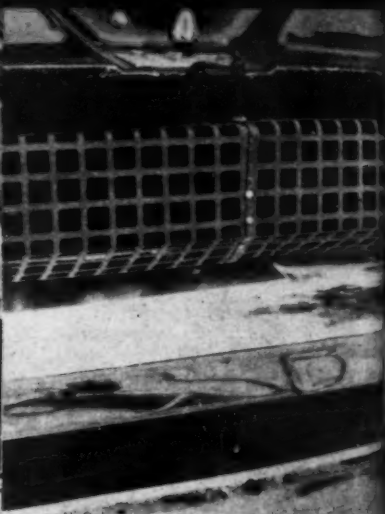


Sheet metal is hard to cut, so position snips as left, lean on them with all your weight. Half of grille ready for installation (right) showing cutouts necessary to fit around parts.





Formed, primed and cut out, left side of grille is ready to be inserted. (Above), bolting the panels in place was easy—one side of bolts reached from below, other side from above.



After both sides of the new grille had been bolted tightly, center joint was clamped in place. Sheet metal screws along seam prevented rattles, held the adjoining halves together.



Since new grille came to hood underlip, release lever had to be altered. Welding rod, bent as shown above, was added so loop could be reached from outside the meshed grille.



Mesh grille was painted after installation since positioning it is tight squeeze which would harm surface by scratching. Enamel used in this case matched color of Mercury.

Dagmars caused quite a bit of trouble. At first we tried to cut the new grille to fit along the curves. This not only left a mess of jagged ends, but did little to create an impression of trimness. Finally in disgust, the ends were squared off as shown in the pictures. In working with perforated metal you will notice there is a good smooth side, and a rough back side. We're certain that pedestrians, with whom you could come in violent contact, will appreciate your facing the smoother side to the front.

As soon as one half the grille was completely mutilated to fit, it was hung inside the garage and coated with primer. While drying, the other half was trimmed and bent into the proper shapes. It too was then primed. By now the first half-grille had dried and was ready for installation.

The grille was bent and wiggled into place behind both Merc impact bars. Only a little additional trimming was necessary to compensate for a little unnoticed excess width of the upper bumper bracket. Fortunately, on a Mercury, there are a row of bolt holes on the back edge of the upper bumper bar. These holes normally support the stock grille. And they also were ideal to support Rod and Custom's conversion. After both sides of the new grille had been installed, and bolted

solidly in place, the joint in the center was clamped together tightly. Sheet metal screws were used to knit the assembly into one piece. At a later date these same screws will be covered by a very narrow strip of chrome.

Three and a half hours from starting time we almost slammed the hood shut for an early approval of the unpainted grille, when someone suggested the hood latch could no longer be reached through the perforations. Again trusty tin snips came into use. a six-inch square section of the upper flange was trimmed out and filed smooth to remove potential danger to unsuspecting fingers. A hole was drilled in the release catch, through which a bent length of welding rod was fitted. The tiny "C" clip, stuck in another hole in the hood underlip, holds the catch extension rod in place. It can be fingered quite easily when the hood is down, more than you can say about some stock catches.

As this Merc is a very, very, conservative custom, it had already been decided to paint the new grille to match the body color. A duplicate polychromatic enamel was used.

How different you can get does not necessarily mean how off beat. In the case of our Merc, being different consists of understating the facts. Even so, many a head turns seeking to identify the gray hardtop. ●



READERS



CAR OF THE MONTH

THE EASILY restyled lines of the late Chevy have hit the customizers just as hard in Hawaii as here in the US. Evidence of this is shown here in the form of D. A. Offe's '55 convertible.

Stationed by the Navy far across the pond, the owner couldn't stand it without his rag-top, so over it came, too. Home stomping grounds are Wyoming but the alterations performed took place out there in the Pacific.

Of interest is the fact that epoxy resin—fiberglass—was used exclusively for all the hole- and seam-filling. Joints were, how-

ever, brazed before application of the stuff. Circling the rear wheel cutouts is the chrome stripping from the front fenders of a 1953 Dodge. Both hood and deck have been laid bare, the latter unlatched electrically. Lincoln taillights fit the rear fenders as though intended to do so, and contoured rod frames the front license plate in place of the stock item.

Like most of his fellow enthusiasts, Offe is not content with the nifty l'il convert—he reports that "she" is apart and again going under the tor...—err, the resin paddle. ●



ROD AND CUSTOM

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ANNUAL INTERNATIONAL MOTORAMA AND MOTOR REVUE



The Annual International Motorama and Motor Revue, held in Los Angeles each fall in Los Angeles, was postponed for a spring presentation. Although definite dates have not been set, the sponsors announce that the show will probably be presented late in April or early in May of 1957.

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LICENSE COLLECTOR

I collect foreign and domestic license plates as a hobby. Among those in my collection are some from Holland, England, British Honduras as well as many from the United States and Canada. There are a good many duplications in my stack of plates, so I would like to hear from another collector for perhaps he would like to trade some with me.

Dick Mather

7100 Campfield Rd.
Baltimore 7, Maryland

CAD CUSTOMIZER

I am just about to become the proud owner of a '41 Cadillac club coupe and would like a few suggestions from your readers regarding customizing and hopping up this car. This particular model is, in my estimation, a fine piece of machinery, as well as good looking, and it has been a source of wonder to me that more of them haven't been restyled and/or beefed up performance-wise. Do you think any of your readers can help me?

Jack Eusa

1305 Schnieder Rd. S.E.
Canton, Ohio

BLOWER ENTHUSIAST

After reading your March '56 issue, I became very interested in superchargers. Could you send me any information on the GMC blower? I have the blower itself, but have to obtain belts, pulleys, adaptors, etc.

Rodger Floyd

San Antonio, Texas

• Your best bet would be to contact the Moon Equipment Co., at 10935 S. Bloomfield Rd., in Santa Fe Springs, Calif. They handle correspondence for several supercharger outfits and can tell you what you'll need to adapt your blower, and where to get the parts.

LINCOLN CONVERSION

I'd like some advice on what type of engine to install in my '41 Lincoln Zephyr to replace the V12, and some information on how to put in whatever you suggest. The V12 is more than merely shot, but the body and chassis are in good shape.

Kenn Schietmen

Holland, Mich.

• Your best bet would be to substitute a flathead Ford or Mercury V8. The installation is simple, only fabricated front engine mounts

ROD AND CUSTOM

needed, and, if you're trying to be economical, these engines can be had quite reasonably from any of several sources.

RECORD RESULTS

Your coverage of Bonneville, during the years your magazine has been published, has always been very good. But why, oh why, must we wait until your December issue for the story? The thing takes place the last week of August, why not the October issue?

George Wymer

San Diego, Cal.

Magazine deadlines, shipping dates, printing procedures, all combine to give us a certain amount of time in which to compile each issue. Deadline is, of course, the last day in this allotted time. R & C goes to press nearly three months prior to the date shown on the cover, or two months before you receive it. Thus, December is the earliest issue the story can be carried in. HOWEVER, through the help of many people, we have succeeded in giving you in this issue the results from not only the Bonneville meet, but from the Championship Drags at Kansas City as well. These you will find on pages 46 and 47. For the full story of each event, though, we'll have to hang on until next month, December.

ROD TESTS

R & C used to have a more or less regular series on the testing of hot rods. Then, as suddenly as they began, they stopped. I thought your reports on special cars of this type were very interesting, but I'm wondering (and I imagine many other readers are doing likewise) how come you've ceased such activities. What's happen'?

Bill Ridder

Birmingham, Ala.

For some reason, owners of street rods, or any other car into which has been poured a goodly amount of money over and above the car's original price, don't wish to have their machinery subjected to the abuse to which it must be put in order to gather complete story data. There are, of course, exceptions to this situation, and these people are the owners of the cars we report on. Since they seem to be few and far between, so must be the road tests. However, we'll continue to give them to you as they come along. O.K.?

NOVEMBER, 1956



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JUST CHATTERING



YE EDITOR of a well-known sports car magazine recently went out about fifty yards on a forty-nine yard limb by saying that builders of "specials" haven't the ghost of a chance in American road racing unless they are prepared to spend the price of an expensive European sports car on their attempt to win an event.

To start with, let's take issue with the term "special". Is this an example of the lengths people will go to while avoiding the usage of the term "hot rod"?

Aside from that, this point of view, even if true, leaves no room for the idea that possibly some people would just as soon spend many pesos on building a car that was exclusively theirs in design, rather than spend an equal amount of lettuce on a production sports model with equal performance and a comparable price tag.

Now that we're through being charitable, let's get to the issue at hand. When does a hot rod become a sports rod, or a sports rod become a sports car, or special?

Pardon us if we seem confused, but it's just because we really are!

To some observers, the hot rod sport at the present time is in a state of change. Today's rodder, assembling his version of the

'40 Ford, while the new Thunderbirds and Corvettes go sailing past his garage door, can be compared to the cat who in 1934 was assembling a Frontenac "T" while the monied "sports" in town were cruisin' sharp in their comparatively new '32 Ford V8 roadsters!

Some seers are prone to predict the day when rodders gathered at the local hang-out will discuss the good fortune of one of their friends who has just had the luck to find a "cherry" Thunderbird body — just as present-day enthusiasts exult over the discovery of a '27 "T" roadster behind some farmer's barn!

With the possibility of this kind of a future in store for us, it might be wise to see if there's any justification for the hard-to-find line of demarcation between sports cars and hot rods. Now that at least two U.S. manufacturers are building the real thing, with a host of others telling us that they, too, have a sports (sports?!) model, you can't say sports cars are "furrin'" and hot rods are domestic.

So where to draw the line? Once upon a time, R & C ran a feature on fiberglass-bodied backyard bombs. The ensuing mail fairly sizzled with such comments as "keep those rebaggers out of our magazine". They haven't been back since!

What's really frightening about the whole thing is that there's a good possibility that hot rodders, in spite of what "Ye Ed" of the pip-pip magazine said, will soon be making their mark in sports car racing circles.

A recent west-coast road race saw the first three places in the main event occupied by former members of three of the oldest hot rod clubs in the world — Albana, Stokers, and the Dolphins. Mexico's Pan Americana was graced by Ak Miller's Caballo Hierro (Iron Horse, man, get hep!) for two years running. Although the other competitors thought Ak was going to merely furnish comic relief, they laughed out of the other side of their faces when he started showing some of the factory teams the short way to Jaurez. Now, with the Carrera postponed indefinitely, he finds himself with a road-racing sports rod (?) on his hands, and is eyeing the Italian "Mille Miglia" speculatively.

Those boys are *our* boys — are we going to disown them just because the drag strip they race on has kinks in it, or are we going to claim them as examples of just how far hot rodders can go — even if they "haven't a ghost of a chance" as the man said. Anybody who reads this page must have an opinion — let's hear it! — B.P. ●

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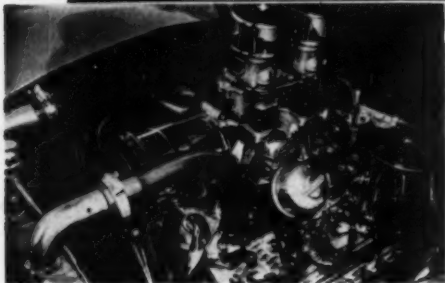
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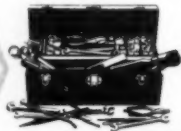


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